QUIRED  TE OF SUPPLEMENT TO		INTELLOFAX 14	INFORMA	MOITE	REPOR	CD NO
DECT Pactories at Cydr  25X1  OC OF PAGES 1  NO OF PAGES 1  SUPPLEMENT 10  SUPPLEMENT 10  SUPPLEMENT 10  THIS IS UNEVALUATED INFORMATION  THIS IS UNEVALUATED INFORMATION  100 When the particular decision in administration in the community of the page of 1951.  It is removed that the Russians have dismentled and sent to the USER the small trivial was at Gydr.  3. Vagen 6s Gépgyár commonly known as "Vagongyár") at Gyðr is near the reilway station on the road between Vienna and Budapest. On 1 July 1951 it passed under the complete control of the Russian military. The reason is said to be that 1955 production was far inferior to what was expected, and production in the first months of 1951 did not improve.  4. Bonthly production at Vagongyár includes 5-6 steem-engine locamotives, 7-3 other locamotives. 10 passeager ears, 15 freight ears, an unknown number of an including materials and parts for steel bridges in number as needed, an unknown number of small bents without motors. Since June 1951 arms for infantry have been produced in the north pavilion.  5. Workers at Vagongyár include Russian, Hungarian, and German technicians. There are thout 30,000 laborers, mostly Hungarian, and German technicians. There are thout 30,000 laborers, mostly Hungarian, and German technicians. There are thout 30,000 laborers, mostly Hungarian, and German and 600 lassifians. The mechinery is Hungarian and German. The minart covers about 24 square kilometers and has buildings of one, two, and three sturies.  Boutment No	if in To-	รรีกรรรณ (# เมษายก				NOTE NICTE OF THE SE
THIS IS UNEVALUATED INFOPMATION  1. Production of MG-15 motors was to start at the Raba Factory at Cydr by the beginning of 1951.  2. It is runced that the Russians have dismentled and sent to the USER the smelthin, works at Gydr.  3. Vagen 6s Gépgy'r commonly known as "Vagongyár") at Cydr is near the reilway startion on the road between Vienna and Budapest. On 1 July 1951 it passed under the complete control of the Russian military. The reason is said to be that 1955 production was far inferior to what was expected, and production in the first months of 1951 did not improve.  4. Monthly production at Vagongyár includes 5-6 steer-engine locamotives, 7-8 other locamotives. 10 passeager ears, 15 freight ears, an unknown number of an including as needed, materials and parts for steel bridges in number as needed, an unknown number of sus needed in the north payllion.  5. Workers at Vagongyár include Russian, Hungarian, and German technitians. There are bout 30,000 Jaborers, mostly Hungarian, and German technitians. There are bout 30,000 Jaborers, mostly Hungarian, and German technitians. There are bout 30,000 Jaborers, mostly Hungarian, and German technitians. There are bout 30,000 Jaborers, mostly Hungarian, and German technitians. There are bout 30,000 Jaborers, mostly Hungarian, and German technitians. There are bout 30,000 Jaborers, mostly Hungarian, and German technitians. There are bout 30,000 Jaborers, mostly Hungarian, and German technitians. There are bout 30,000 Jaborers, mostly Hungarian, and German technitians. The rachinory is Hungarian and German. The Danth covers about 24 square kilometeus and has buildings of one, two, and three sturies.			at. Gwar			
URED URED SUPPLEMENT 10 SUPPLEMENT 10 REPORT NO  1E OF 25X1 REPORT NO  THIS IS UNEVALUATED INFORMATION  25X1  1. Production of MG-15 motors was to start at the Rabe Factory at Cydr by the beginning of 1951.  2. It is runored that the Russians have dismentled and sent to the USSR the smelting works at Gydr.  3. Vagen 6s Cépgyár commonly known as "Vagongyár") at Cydr is near the railway station on the road between Vienna and Budapest. On 1 July 1951 it passed under the complete central of the Russian militery. The reason is said to be that 1956 production was far inferior to what was expected, and production in the first months of 1951 did not improve.  4. Monthly production at Vagongyár includes 5-6 steem-engine locomotives, 7-3 other locomotives 10 passenger cars, 15 freight cars, an unknown number of airplanes, 500 trucks, an unknown number of 7-34 tanks, wheel a in umber as as needed, materials and parts for steel bridges in number as needed, an unknown number of small bents without motors. Since June 1951 arms for infantry have been produced in the north pavilion.  5. Morkers at Vagongyár Include Russian, Hungarian, and German technicians. There are bout 30,000 laborers, mostly Hungarian and German technicians. There are bout 30,000 laborers, mostly Hungarian and German technicians. There are bout 30,000 laborers, mostly Hungarian and German technicians. There are bout 30,000 laborers, mostly Hungarian and German technicians. There are bout 30,000 laborers, mostly Hungarian and German technicians. There are bout 30,000 laborers, mostly Hungarian and German technicians. There are bout 30,000 laborers, mostly Hungarian and German technicians. There are bout 30,000 laborers and has buildings of me. two, and three stories.	DOLO.					NO OF FIGES
THIS IS UNEVALUATED INFORMATION  1. Production of MG-15 motors was to start at the Raba Factory at Gydr by the beginning of 1951.  2. It is runored that the Russians have dismantled and sent to the USSR the smelting works at Gydr.  3. Vagen & Seggyfr (commonly known as "Vagengyáe") at Gyðr is near the reilway station on the road between Vienna and Rudapest. On 1 July 1951 it passed under the complete control of the Russian military. The reason is said to be that 1950 production at Yagengyár includes 5-6 steen-engire locametives, 7-3 other locametives. 10 passenger cars, 15 freight cars, an unknown number of an inceded, materials and parts for atcel bridges in number as needed, an unknown number of trady that an unknown number of substances as needed, materials and parts for atcel bridges in number as needed, an unknown muber of substances. The realizary include Russian, Hungarian, and German technicians. There are bout 30,000 laborers, mostly Hungarian, and German technicians. There are bout 30,000 laborers, mostly Hungarian, and German technicians. There are bout 30,000 laborers, mostly Hungarian and German the Data twowers about 24, spunic kilometers and has buildings of one, two, and three stories.    Boelassified Class. Changed for 15 & 60 and 14 and 15 and 1	ACE QUIRE					NO OF ENCLS.
THIS IS UNEVALUATED INFORMATION  THIS IS UNEVALUATED  THIS IS UNEVALUATED INFORMATION  THE OUTER TO A UNEX TO THE A COMPTON TO	TE OF FO.				25X1	
1. Production of MG-15 motors was to start at the Raba Factory at Gydr by the beginning of 1951.  2. It is rumored that the Russians have dismantled and sent to the USSR the smelting works at Gydr.  3. Vagen &s Gépgyar commonly known as "Vagengyar") at Cydr is near the reilway station on the road between Vienna and Budapest. On 1 July 1951 ib passed under the complete control of the Russian military. The reason is said to be that 1950 production was far inferior to what was expected, and production in the first months of 1951 did not improve.  4. Monthly production at Vagengyar includes 5-6 steem-engine locomotives, 7-8 other locomotives. 10 passenger errs, 15 freight errs, an unknown number of airplanes, 500 trucks, an unknown number of T-34 tanks, wheels in number as needed, materials and parts for steel bridges in number as needed, an unknown number of small beats without motors. Since June 1951 arms for infantry have been produced in the north pavilion.  5. Workers at Vagengyar include Russian, Hungarian, and German technicians. There are bout 30,000 laborers, mostly Hungarian, but including about 800 Germans and 600 lustrians. The machinery is Hungarian and German. The plant movers about 24 square kilometers and has buildings of one, two, and three stories.    Declassified Class Changed To: IS & Auth.: HR 70-2 Date: 31,846,1978	IS DOCUMENT THE UNITED D 794, OF TE ON OF ITS PRONIBITED	CONTAINS INFORMATION AND STATES, WITHIN THE BEAM HE S. CODE, AS IMENDED CONTENTS TO RECEIPT BY LAW THE REPRODUCTION	Precing the Pational Defense ing of title 19, sections 789 D. Its transmission of revelon By an Uniathorized Person On of this form is prohibited,			NEVALUATED INFORMATION
beginning of 1951.  2. It is rumored that the Russians have dismantled and sent to the USSR the smelting works at Györ.  3. Vagen és Gépgyár (commonly known as "Vagengyár") at Györ is near the railway station on the road between Vienna and Endapest. On 1 July 1951 is passed under the complete control of the Russian military. The reason is said to be that 1950 production was fer inferior to what was expected, and production in the first months of 1951 did not improve.  4. Monthly production at Vagengyár includes 5-6 steem-engire locomotives, 7-8 other locomotives. 10 passenger cars, 15 freight cars, an unknown number of airplanes, 500 trucks, an unknown number of 7-34 tanks, wheels in number as needed, meterials and parts for steel bridges in number as needed, an unknown number of small boats without motors. Since June 1951 arms for infantry have been produced in the north pavilion.  5. Workers at Vagengyár include Russian, Hungarian, and German technicians. There are used 30,000 laborers, mostly Hungarian, but including about 800 Germans and 600 lustrians. The machinery is Hungarian and German. The mant covers about 24 spanse kilometers and has buildings of one, two, and three stories.    Declassified   Class. Changed To: TS & 20 Auth.: HR 70-2 Date: 31 AUG 1978						
smelting works at Gybr.  3. Vagen és Gépgyar commonly known as "Vagongyár") at Gybr is near the railway station on the road between Vienna and Budapest. On 1 July 1951 it passed under the complete control of the Russian military. The reason is said to be that 1950 production was far inferior to what was expected, and production in the first months of 1951 did not improve.  4. Monthly production at Vagongyar includes 5-6 steem-engine locomotives, 7-8 other locomotives 10 passenger cars, 15 freight cars, an unknown number of adreplanes, 500 trucks, an unknown number of T-34 tanks, wheels in number as needed, materials and perts for steel bridges in number as needed, an unknown number of small boats without motors. Since June 1951 arms for infantry have been produced in the north pavilion.  5. Workers at Vagongyar include Russian, Hungarian, and German technicians. There are bout 30,000 laborers, mostly Hungarian, but including about 800 Germans and 600 tustrians. The machinery is Hungarian and German. The plant covers about 24 square kilometers and has buildings of one, two, and three stories.    Declassified Class Changed Tot IS & C	1.	Production beginning o	of MIG-15 motors f 1951.	was to a	start at the	Raba Factory at Györ by the
station on the road between Vienna and Budapest. On 1 July 1951 is passed under the complete control of the Russian military. The reason is said to be that 1950 production was far inferior to what was expected, and production in the first months of 1951 did not improve.  4. Monthly production at Vagongyar includes 5-6 steam-engine locomotives, 7-8 other locomotives 10 passenger ears, 15 freight ears, an unknown number of airplanes, 500 trucks, an unknown number of T-34 tanks, wheels in number as needed, materials and parts for steel bridges in number as needed, an unknown number of small boats without motors. Since June 1951 arms for infantry have been produced in the north pavilion.  5. Workers at Vagongyar include Russian, Hungarian, and German technicians. There are yout 30,000 laborers, mostly Hungarian, but including about 800 Germans and 600 lustrians. The machinery is Hungarian and German. The plant covers about 24 square kilometers and has buildings of one, two, and three stories.    Declassified Class. Changed To: IS & Auth:: HR 70-2 Date: 31 AUG 1978	2,			ians have	dismantled	and sent to the USSR tho
other locomotives. 10 passenger cars, 15 freight cars, an unknown number of adriplanes, 500 trucks, an unknown number of T-34 tanks, wheels in aumber as needed, materials and parts for steel bridges in number as needed, an unknown number of small beats without motors. Since June 1951 arms for infantry have been produced in the north pavilion.  5. Workers at Vagongyar include Russian, Hungarian, and German technicians. There are about 30,000 laborers, mostly Hungarian, but including about 800 Germans and 600 lustrians. The machinery is Hungarian and German. The plant covers about 24 square kilometers and has buildings of one, two, and three stories.    Declassified   Class. Changed To: TS & Auth: HR 70-2   Date: 31 AUG 1978	3.	Vagen és Gé	pgydr commonly	known as	"Vagongyár"	) at Cuar is near the refluen
Document No.  Document No.  No Change in Giass.  Declassified  Class. Changed To: TS S  Auth.: HR 70-2  Date: 31 AUG 1978		the complete 1950 produc	e control of the tion was far inf	Russian erior to	nd Budapest military. what was ex	. On 1 July 1951 is passed under The reason is said to be that
No Change in Giass.  Declassified Class. Changed To: TS S Auth.: HR 70-2 Date: 3 1 AUG 1978	4.	the complet 1950 productions first month. Monthly production other locomairplanes, it as needed, in number of si	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passe 500 trucks, an unaterials and parall beats witho	Russian erior to timprove gyar includer cars aknown nurts for sut motors	and Budapest military. what was ex does 5-6 st to 15 freight mber of T-3 teel bridges Since Ju	On 1 July 1951 is passed under The reason is said to be that pected, and production in the pected, and production in the team-engine locomotives, 7-5 teams, an unknown number of tanks, wheels in number as needed, an unknown
No Change in Giass.  Declassified Class. Changed To: TS S Auth.: HR 70-2 Date: 3 1 AUG 1978		the complet 1950 productirst month Monthly proceedings, as needed, an important of subsent produced Workers at Vare about 30,600 Austrian	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passes 500 trucks, an unaterials and parall boats without in the north of the control of the machine. The machine	Russian erior to timprove gyar includer cars alknown nurts for sut motors pavilion.  Russian mostly Hury is Hun	and Budapest military. what was ex to deep the standard of the mber of T-3, teel bridges . Since Just, Hungarian, ngarian, busy garian and	On 1 July 1951 it passed under The reason is said to be that pected, and production in the pected, and production in the tears, an unknown number of tanks, wheels in number as needed, an unknown he 1951 arms for infantry have and German technicians. There tincluding about 800 Germans and derman. The plant covers about
No Change in Giass.  Declassified Class. Changed To: TS S Auth.: HR 70-2 Date: 3 1 AUG 1978		the complet 1950 productirst month Monthly proceedings, as needed, an important of subsent produced Workers at Vare about 30,600 Austrian	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passes 500 trucks, an unaterials and parall boats without in the north of the control of the machine. The machine	Russian erior to timprove gyar includer cars alknown nurts for sut motors pavilion.  Russian mostly Hury is Hun	and Budapest military. what was ex to deep the standard of the mber of T-3, teel bridges . Since Just, Hungarian, ngarian, busy garian and	On 1 July 1951 it passed under The reason is said to be that pected, and production in the pected, and production in the tears, an unknown number of tanks, wheels in number as needed, an unknown he 1951 arms for infantry have and German technicians. There tincluding about 800 Germans and derman. The plant covers about
No Change in Giass.  Declassified Class. Changed To: TS S Auth.: HR 70-2 Date: 3 1 AUG 1978		the complet 1950 productirst month Monthly proceedings, as needed, an important of subsent produced Workers at Vare about 30,600 Austrian	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passes 500 trucks, an unaterials and parall boats without in the north of the control of the machine. The machine	Russian erior to timprove gyar includer cars alknown nurts for sut motors pavilion.  Russian mostly Hury is Hun	and Budapest military. what was ex to deep the standard of the mber of T-3, teel bridges . Since Just, Hungarian, ngarian, busy garian and	On 1 July 1951 it passed under The reason is said to be that pected, and production in the pected, and production in the tears, an unknown number of tanks, wheels in number as needed, an unknown he 1951 arms for infantry have and German technicians. There tincluding about 800 Germans and derman. The plant covers about
No Change in Giass.  Declassified Class. Changed To: TS S Auth.: HR 70-2 Date: 3 1 AUG 1978		the complet 1950 productirst month Monthly proceedings, as needed, an important of subsent produced Workers at Vare about 30,600 Austrian	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passes 500 trucks, an unaterials and parall boats without in the north of the control of the machine. The machine	Russian erior to timprove gyar includer cars alknown nurts for sut motors pavilion.  Russian mostly Hury is Hun	and Budapest military. what was ex to deep the standard of the mber of T-3, teel bridges . Since Just, Hungarian, ngarian, busy garian and	On 1 July 1951 it passed under The reason is said to be that pected, and production in the pected, and production in the tears, an unknown number of tanks, wheels in number as needed, an unknown he 1951 arms for infantry have and German technicians. There tincluding about 800 Germans and derman. The plant covers about
Class. Changed To: TS S Auth.: HR 70-2 Date: 3 1 AUG 1978		the complet 1950 productirst month Monthly proceedings, as needed, an important of subsent produced Workers at Vare about 30,600 Austrian	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passes 500 trucks, an unaterials and parall boats without in the north of the control of the machine. The machine	Russian erior to timprove gyar includer cars alknown nurts for sut motors pavilion.  Russian mostly Hury is Hun	and Budapest military. what was ex to deep the standard of the mber of T-3, teel bridges . Since Just, Hungarian, ngarian, busy garian and	On 1 July 1951 it passed under The reason is said to be that pected, and production in the pected, and production in the tears, an unknown number of tanks, wheels in number as needed, an unknown he 1951 arms for infantry have and German technicians. There tincluding about 800 Germans and derman. The plant covers about
Auth.: HR 70-2 Date: 3 1 AUG 1978		the complet 1950 productirst month Monthly proceedings, as needed, an important of subsent produced Workers at Vare about 30,600 Austrian	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passes 500 trucks, an unaterials and parall boats without in the north of the control of the machine. The machine	Russian erior to timprove gyar includer cars alknown nurts for sut motors pavilion.  Russian mostly Hury is Hun	and Budapest military. what was ex to deep the standard of the mber of T-3, teel bridges . Since Just, Hungarian, ngarian, busy garian and	On 1 July 1951 it passed under The reason is said to be that pected, and production in the pected, and production in the sem-engine locomotives, 7-8 tears, an unknown number of tanks, wheels in number of tanks, wheels in number as needed, an unknown as 1951 arms for intantry have and German technicians. There including about 800 Germans and German. The plant covers about two, and three stories.
Date: 3 1 AUG 1978		the complet 1950 productirst month Monthly proceedings, as needed, an important of subsent produced Workers at Vare about 30,600 Austrian	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passes 500 trucks, an unaterials and parall boats without in the north of the control of the machine. The machine	Russian erior to timprove gyar includer cars alknown nurts for sut motors pavilion.  Russian mostly Hury is Hun	and Budapest military. what was ex to deep the standard of the mber of T-3, teel bridges . Since Just, Hungarian, ngarian, busy garian and	On 1 July 1951 it passed under The reason is said to be that pected, and production in the pected, and production in the sem—engine locomotives, 7-3 tears, an unknown number of tanks, wheels in number of tanks, wheels in number as needed, an unknown as 1951 arms for intantry have and German technicians. There including about 800 Germans and derman. The plant covers about wo, and three stories.    Document No.   9
		the complet 1950 productirst month Monthly proceedings, as needed, an important of subsent produced Workers at Vare about 30,600 Austrian	e control of the tion was far inf s of 1951 did no duction at Vagon otives 10 passes 500 trucks, an unaterials and parall boats without in the north of the control of the machine. The machine	Russian erior to timprove gyar includer cars alknown nurts for sut motors pavilion.  Russian mostly Hury is Hun	and Budapest military. what was ex to deep the standard of the mber of T-3, teel bridges . Since Just, Hungarian, ngarian, busy garian and	Document No.  No Change In Ciass.  Document No.  Document No.  No Change In Ciass.  Document No.  The Document No.  No Change In Ciass.  Document No.  No Change In Ciass.  Document No.  No Change In Ciass.  Document No.  No Change In Ciass.